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## DA INTELLIGENCE REPORT

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with instructions in SR 330-305-3)

GDR

DATE OF REPORT

6 JUL 58

## SUBJECT

Decontamination Truck for EGA (C)

## SUMMARY

Downgrading data cannot be predetermined.

Of Information: Report describes a presumed decontamination truck for the EGA produced by the VEB Spezialfahrzeugbau, BERLIN-Adlershof. Thirty of these vehicles had been delivered by 13 Jul 57; 40 more were scheduled for delivery by the end of 1957; and unknown additional vehicles were to be produced by 1958.

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<p>As of 1957, 60% to 70% of the output of this plant was for the EGA. Report includes general information on the plant.</p>		
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Decontamination Truck for EGA (C)Introductory Note

Since 1955 the VEB Spezialfahrzeugwerk (special vehicle plant), BERLIN-Adlershof, has designed and outfitted special vehicles for the EGA. As of 1957, 60% to 70% of the plant work is for the EGA. Among the items produced for the EGA is the so-called "water-spray truck" described in this report. For details on the plant, see final paragraph of this report.

REPORT1. Presumed Decontamination Truck for EGA

In mid-1956 the first prototype of the water-spray truck for the EGA was built and tested at the plant. Serial production began shortly thereafter, and by June 1957 after some delays in schedule, twenty of the vehicles were delivered to the EGA. Ten more were delivered by 31 July 57; and an additional forty were planned for delivery by the end of 1957, within the framework of the 1957 plan. More of these trucks, number not known, were to be produced in 1958.

2. Description of the Decontamination Truck (See Incl 1)

The three-axle chassis, G5, is manufactured by the VEB Motorenfahrzeugwerk Ernst Grube in WERDAU, and shipped in to the Adlershof plant by rail, complete with engine and tires. Here it is outfitted with the special superstructure for "water-spraying", including water tank, pipes, pumps, and other accessories, and is painted the green color standard for EGA vehicles. The following installation work is done at the plant:

a. Water Tank

The five sections of the water tank are welded together by arc welding: Two dome-shaped end sections, and three cylindrical sections, each 1.2 m long. Over-all length of truck is about 4 m and diameter is about 1.8 m. Wall thickness is 5 mm. The end sections, of steel, come ready-pressed from the firm VED Stahlblechbau in BERLIN-Lichtenberg. The cylindrical sections are rolled, cut, and welded at the plant from flat sheet steel coming from the steel plant Maxhütte in UNTERWELLENBORN. The welding seams are not reinforced by steel bands. Connecting pipes for intake and discharge of water are welded into the tank body at the plant. A cover plate on top of the tank, of 5-mm-thick steel, is fastened with approximately 20 bolts on a steel ring, 20 mm high. The cover plate is not hinged and is to be removed only for cleaning and re-painting of the inside. The steel ring carrying the cover plate has an inside diameter of 60 cm, so that a slender person can slip in the tank. The steel ring is fastened by arc welding to the tank body.

A baffle plate is inserted by welding in the front part inside the tank. The baffle plate is of 5-mm-thick steel sheeting and has a circular shape, except for a missing section at the bottom of the tank, which forms a 60-cm-high opening through which to crawl into the front compartment.

there is only one such baffle plate in the tank.

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**b. Water Intake Pump**

The water intake pump of GDR make, is installed between the driver's cab and the front end of the tank. The pump is operated via transmission from the truck's engine. The pump is capable of filling the tank in five to seven minutes. Technical details on the pump are unknown to source. The intake hose, detachable, is fixed to the pump by a bayonet connection (Bajonettverschluss). The intake pipe, steel, 8 to 10 cm outside diameter, runs from the pump upward to the upper front edge of the tank. The intake hose, 3 m long, 159-mm outside diameter, GDR make, is made of sturdy rubber with an outer protective wire coil. When not in operation, the intake hose is stored in one of the two hose storage boxes, of sheet steel, attached to the left and right side of the tank. The far end of the intake hose has a metal piece with screw thread for connection to a water hydrant. The hose can also be used for water intake from a pond or river, for which purpose, however, an extension hose will be required which is not furnished with the truck.

**c. Water Discharge Pump**

The discharge pump is installed underneath the tank. The pump is operated via transmission from the truck's engine. The pump is the same GDR make as the intake pump, technical data unknown. The pump feeds two alternate discharge systems mentioned below.

**d. Ground Spray Discharge**

At the rear of the truck (See Incl. 1, Rear View), two discharge pipes of 5 cm diameter each protrude to the right and left, respectively, underneath the water tank. Each pipe continues in a solid rubber hose, 60 cm long, 5 cm diameter, 5 mm wall thickness, which bends downwards to a discharge valve. Unknown how the valve is operated. The valve has a vibratory joint which vibrates when the truck is in motion. The valve holds a metal discharge nozzle with a discharge slot of 200 x 2 mm which furnishes a 3 m wide band of water. Between the two discharge valves, there is a horizontal steel pipe, 1.8 m long, 5 cm diameter, perforated at the bottom, which also sprays water to the ground.

**e. Hose Discharge System**

At the rear end of the tank, there are a glass water gauge and eight discharge leads. The discharge leads are steel pipes, 25 mm in diameter, 50X1-HUM protruding 40 mm from the tank wall. Each discharge lead has a metal cap secured by a metal chain. Each lead has a valve operated by a handle. The valve is closed when the handle is in horizontal position and open when the handle is in downward position. For operation, a rubber hose is connected to the discharge lead by means of a bayonet connection. The same bayonet connection also holds the cap for the discharge lead.

there is a pipe connection inside the tank from the discharge pump via a manifold to the eight discharge leads. No details on this delivery pipe. The rubber hoses to be attached to these leads are of black rubber, 10 m long, 30 mm outside diameter. Each hose ends in a flat nozzle which delivers a thin, wide band of water. The hoses are rolled together and stored in the two hose storage boxes, four hoses per box, at the side of the tank. The purpose and application of these eight hoses is not known.

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**f. Surface Treatment of Components**

All steel pipes installed in the water spray truck were zinc-plated, inside and outside, at subject plant. The water tank, hose storage boxes, and other metal parts on the outside were sprayed at the plant in EGA-green, nitro paint. The inside of the tank was sprayed with a dark brown, rather viscous paint, name and composition unknown, allegedly for anti-rust protection. Tests regarding this inside lining were made only with water which does not dissolve this paint. No information on possible other uses of this inside lining.

**3. Nomenclature and Use**

The designation used at the plant was "Kesselwagen" (tank truck) or "Sprengwagen" (spray truck). The official explanation on the use of this truck was that it was intended for spraying water on airfield runways, for cleaning purposes. Worker in the plant wondered why the EGA needed so many water spray trucks. An EGA NCO stationed in the plant, (see following paragraph) when asked the purpose of the trucks, told fellow workers of source that the truck might be used for "Vergasung" (Vaporization) or "Vernebelung" (Smoke screening). The workers understood this to mean the truck might be used to store a gaseous substance from which smoke screens might be produced. However, all tests in the plant were made only with water.

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Other reports indicate that the alleged water spray truck built at subject plant for EGA is actually a decontamination truck, to be used for the decontamination of ground surface and cleaning of equipment from CW agents and radioactive dust.

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**4. Training of Maintenance Men for EGA**

Since March 1956, the EGA has one NCO and two EM stationed permanently in the plant. The EGA men work in the production line for EGA vehicles. EGA mechanics from unknown units also occasionally work in the production line for periods of four weeks. three to four EGA mechanics are in the plant every second month for training as repair mechanics while working in the production line.

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**5. Liaison with EGA**

EGA delivery orders are given to the plant from an unknown agency in the GDR defense ministry. Chief designer, and liaison man in plant to the defense ministry, is BARTSCH, Siegfried, graduate automobile engineer, resident of BERLIN-Pankow, employed at the plant since the end of 1953. He developed and designed all special vehicles now in production at the plant, including the presumed decontamination truck. His designing section employs 25 designers and six to eight draftsmen. All special trucks for the EGA were developed in 1955/56. Serial production of all began in 1956/57.

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The finished EGA vehicles are picked up by EGA personnel. For each completed shipment of vehicles, an inspection team of two to three EGA officers, of company grade rank, arrives at the plant to inspect and take over the vehicles. With this inspection team, EGA drivers arrive at the plant to ship the vehicle out under own power. all EGA personnel. vehicles are taken to the EGA airfield in COTTBUS. According to the official

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explanations. The EGA vehicles are intended for cleaning, spraying, [redacted] airfield runways.

#### 6. VEB Spezialfahrzeugwerk in BERLIN-Adlershof

VEB Spezialfahrzeugwerk in BERLIN-Adlershof, Oppenstrasse 87-95, was, until 1945, a subsidiary of the MANNESMANN Corporation. It was re-opened in 1948 to manufacture stationary and traveling cranes. From 1950 to 1957, the plant manufactured garbage disposal trucks and garbage containers. In 1955, it began work for the EGA, and by 1957, 60% to 70% of the plant production was for the EGA, the remainder for domestic civilian consumers. The only export order [redacted] 50X1-HUM

[redacted] was eight snow plows on G5 truck chassis, delivered in 1956/57 to Poland. One large new production building was to be constructed in 1958. 50X1-HUM

The plant employs 550 workers, in one shift, six days weekly. The 1957 production plan contained the following main items: 50 water spray trucks for EGA; 40 sand spray trucks; for EGA; 16 snow plows, for EGA; 20 street sweeper trucks, for EGA; 20 garbage disposal trucks, for civilian GDR city authorities; 18 dump trucks, for EGA; 10 sewage disposal trucks, for civilian city authorities; and 72,000 garbage containers, for civilian city authorities. 50X1-HUM

As of 31 Jul 57, [redacted] the following items of the 1957 plan had been manufactured and delivered to consumers: 10 water spray trucks; 20 sand spray trucks; 9 snow plows; 3 or 4 street sweeper trucks; 2 dump trucks as test models; 8 garbage disposal trucks; 1 sewage disposal truck; 40,000 garbage containers. [redacted] the production plan for 1957 will be fulfilled 90%. the 1956 plan had been fulfilled by 98%. For 1958, the production plan was expected to be similar to the 1957 one; figures on 1958 plan unknown. 50X1-HUM

**COMMENTS**

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**Sketch of EGA Water Spray Truck (Decontamination Truck) (C) CONFIDENTIAL**

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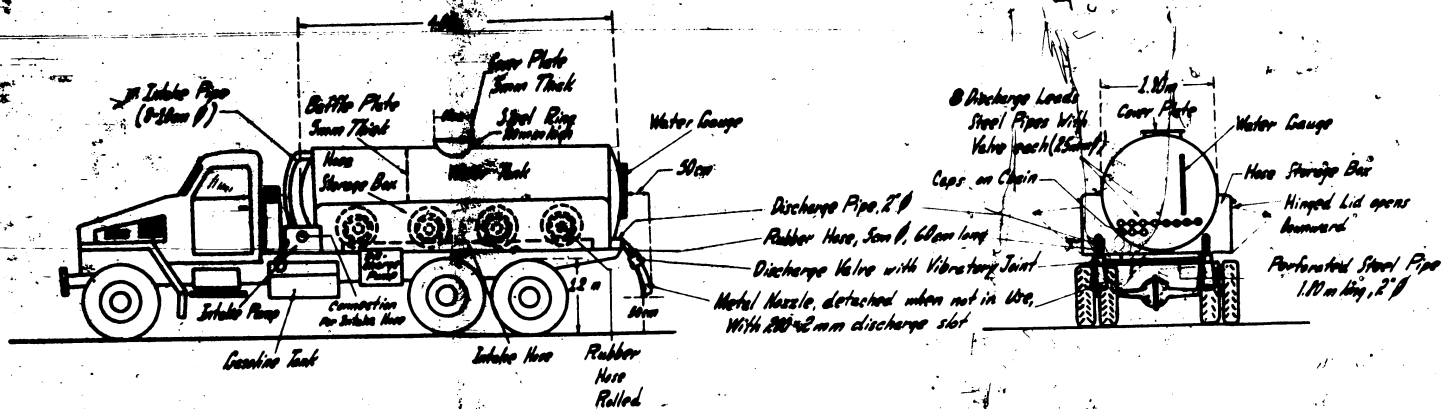
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**Disinfectant Tank for CCA (C)**  
**Figure 1**  
**Disinfectant Tank (Decontamination Tank) (C)**

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SIDE VIEW

Sketch - Not to Scale

REAR VIEW

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